

Jawbone Special Recreation Management Area (SRMA)

RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS

RMZ LIST WITH DISTINCTIVE USES AND OVERVIEW

1. Jawbone Off-Highway Vehicle Open Area RMZ offers motorized cross-country travel and play riding with extreme thrill seeking hill climbs, and big clear open areas for camping and/or staging for recreation vehicles. The special recreation permits approved annually in this area are dual sport events and off-road education safety training. Area also known for permitted motion picture filming and photography. All other types of multiple recreation use are written about further in this document.
2. Dove Springs Off-Highway Vehicle Open Area RMZ offers motorized cross-country travel and play riding, semi-extreme thrill seeking hill climbs, and big open area camping and/or staging areas for recreation vehicles. The special recreation permits approved annually in this area are dual sport events and off-road education safety training. Area also known for permitted motion picture filming and photography. All other types of multiple recreation use are written about further in this document.

Background: The Jawbone SRMA provides multiple recreational opportunities on limited use and intensive use lands with wilderness located towards the west. The Jawbone Butterbredt ACEC is within this SRMA. This ACEC was established in 1982 to “protect and enhance wildlife and Native American values on public land.” In addition, this SRMA has two separate off-highway vehicle open areas, Jawbone Canyon Off-Highway Vehicle Open Area and Dove Springs Off-Highway Vehicle Open Area, which are subdivided into Recreation Management Zones (RMZ). Recreational enthusiasts from Southern and Central California come out to delight in a variety of outdoor activities, as they escape from the pressures of city life.

Objective Statement: The objective is to designate this area as a Special Recreation Management Area and continue in the direction of the California District Conservation Area (CDCA) Plan to protect and conserve the value of the environment and enhance multiple use recreation for all future generations. In addition, to protect and improve wildlife species and habitats, Native American, and other natural and cultural resources, while allowing appropriate land uses.

As a designated management area, the protection for the land and for future generations regarding recreational use is outlined in the CDCA plan is to be done by managing the impacts from non-motorized recreation, motorized dependent recreation, and motorized recreation, while protecting and conserving wildlife’s critical habitat and guarding the cultural resources value. This is what makes this area such a special place for all generations to come.

Activities: The primary activities that access these areas are by non-motorized recreationists, motorized dependent recreationists, and motorized recreationists. Starting with activities accessed by non-motorized and motorized dependent recreation which if required use motor vehicles are off-road driving, four-wheel drive touring, wildlife and flower viewing, photography, camping, jogging, hiking, hunting, backpacking, stargazing, desert rescue training, Boy Scout POW WOWs and geo-caching. Other activities that involve motorized recreation are classified as motorized off-road vehicle use. This type of recreation may use a combination of the above activities associated with their preferred recreation like play riding, dual sport rides, and four-wheel drive explorations, which use the designated route network and/or in the open areas cross-country travel. The special recreation permits approved annually in this area are dual sport events and off-road education safety training. In addition, there are a few filming permits in this area for TV commercials and big-screen motion pictures.

Both SRMA/RMZ's activities are showing a diverse recreational environment extending from low to high impact recreation, from the trail rider to the thrill seeker riding up Jawbone Canyons extremely steep hill climbs written about in the next paragraph. Both motorized and non-motorized means of travel exists along designated routes that have access to a network of other large SRMA networks.

Experiences Limited Use: This SRMA provides a wide variety of opportunities to multiply the outdoor recreation experience with friends and families by setting off for any of these opportunities such as off-road vehicle tours, some motorcycle single track mainly in the southern side of the Jawbone OHV Open Area, equestrian rides, and/or simply walking or hiking for exercise. While touring the area friends and families can experience and teach their children about the expansive Joshua tree woodlands that are home to hundreds of bird species, from the noisy cactus wrens to the showy, melodious Scott's orioles. There are several riparian areas to visit while on tour such as Sage and Butterbrecht Canyons, which are perfect places to see thousands of neo-tropical migrants in late April and early May. Then experience Butterbrecht Springs, which is designated as a Globally Important Bird Area. After experiencing Butterbrecht Springs, the family can travel along the designated route system to many other Springs in the area and stop by Robber's Roost in the northern part of the SRMA to see a marvelous nesting area for raptors, and maybe on the way one will locate a desert tortoise that lives in this area. This raptor sanctuary is closed to human entry from February 1 to July 1. Several families of burrowing owls can also be observed throughout the SRMA. Great-horned owls, long-eared owls, golden eagles, kit foxes, badgers, bobcats, and Mohave ground squirrels are some of the many other fascinating wildlife species to look for. Last, this SRMA allows access to the Pacific Crest Trails several trailheads along the ridge of the Scodie Mountains (See Pacific Crest Trail SRMA worksheet and National Scenic and Historic trails CMAs for additional guidance).

Experiences RMZ Open Areas: These RMZs within the SRMA provide a wide variety of places and features to multiple outdoor recreation experiences but with a few specifically added off-highway vehicle facilities and opportunities. Starting with turning off Highway 14 on Jawbone Canyon Road is the Jawbone Canyon Off-Highway Vehicle Open Area. Here friends and families can start by visiting the Jawbone Station Visitor Center (JSVC) to look over interpretive materials, buy books and maps, visit Bob the tortoise in his free roaming enclosure, explore the displays inside, and learn about desert safety and the desert ecosystems. Many visitors bring friends and families out to annual events in April and October, such as volunteer trash clean-ups on Moose Anderson Days and/or come out for the OHV Safety Awareness Day or on any other days of the year to ask questions to the visitor services staff about the area. The (JSVC) is staffed and open to the public 7 days a week 365 days a year. After a station visit, visitors can travel along the designated routes, exploring cherry stem canyons that lead to trail heads. They can visit the desert springs to watch wildlife, get out and stretch, and simply enjoy the panoramic view of the great outdoors away from the big city. This area offers an extreme enjoyment for all of those that come out to see the brilliance of nature while recreating.

Benefits: The individual value is to escape the development of metropolitan areas by enjoying the freedom found in the Mojave Desert. This gives one a sense of peace and solitude to one's everyday life by recreating and experiencing the splendor of the natural world.

The individual value is to escape the developmental areas and go out to enjoy the beautiful environment that gives peace to everyday life. The local community benefits by having an extended back yard where they can enjoy a hike, take a bike ride, walk their dog(s), or just enjoy the amazing view that the area offers. Families and friends use these unique areas to get away from their everyday normal life to delight in a sense of remoteness and enjoy quality time with each other.

For the economic side, the Jawbone Store, Jawbone Off-Road Vehicle Rentals, Jawbone Station Visitor Center, and the local businesses in California City and Mojave gain from the visitation that this area brings to them throughout each year. The off-highway vehicle open areas bring numerous groups from the off-road communities and some commercial filming communities for lodging, food, gas, and supplies.

The benefit of the SRMA's open areas are for sensitive environments and other surrounding areas by absorbing human impact away from areas like the nearby California's Red Rock State Park, wilderness, desert wildlife management areas, and areas restricted to off-highway vehicle use by allowing the public a place to come and recreate legally on off-highway vehicles. By having this SRMA/RMZ, we will relieve the pressures on undeveloped and protected public lands by allowing the public to exercise their recreational preferences. Another benefit this SRMA provides is a significant economic benefit to rural communities that depend on tourism &

outdoor recreation. The area provides outstanding environment benefits with a tremendous amount of endemic and special status wildlife and plant species.

RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS

Physical Components: The Jawbone SRMA has characteristics of middle country, front country, and rural classifications. For the remoteness matching the middle and front country classifications, this SRMA starts at Pine Tree Canyon just South of Jawbone Canyon off-highway vehicle open area and stretches along Highway 14 to Highway 178 making it very accessible for the public and most access routes are accessible to two-wheel drive vehicles right off both highways. However our recommendation is that all vehicles be four-wheel drive. There also is the Jawbone Canyon County road, which starts off Highway 14 and runs through the Jawbone Canyon open area. This road ends up merging with Kelso Valley Road, which delineates the West side of this SRMA. This area's natural landscape is retained with only a few modifications, Los Angeles aqueduct and powerline roads run north to south through the area making access roads to dispersed campsites. The natural landscape of this area is tied to the Scodie Mountains as a backdrop with desert vegetation in the foreground such as Joshua trees and creosote bushes. The Jawbone Station Visitor Center is a facility in the Jawbone off-road vehicle open area and just off of Highway 14. This facility is 8,000-square-foot complex to distribute maps, books, and get friendly advice in its newly expanded educational wing which houses interpretive displays, along with a multi-purpose room for onsite audio visual programs and presentations. Additionally, a 6,000-square-foot work-center building gives staff and volunteers from the Friends of Jawbone a base from which to maintain, manage, and enhance recreational opportunities and resources on public lands. And finally, the completion of a shade ramada enables the public to rest and enjoy the stunning view of the El Paso Mountains and surrounding desert in comfort.

Social Components: The social components of these areas relate to both a middle country in the summer and front country classification between October and May each year. People on regional and cross-country vacations frequently visit, as do a wide range of travelers because of the proximity to the highway and being the center point between southern and central California. The unique and spectacular scenery of the Jawbone SRMA draws a wide range of visitors from across the country and around the globe. This area continues to be used in motion picture movies, television shows, and commercials. Both open areas and some of the limited use lands have been used for small and large special recreation events such as dual sport and four-wheel drive education and training; the open areas allows visitors from all over to have gatherings for family and friends.

Operational Components: The Jawbone SRMA operational components vary from back country, middle country, and front country classification. In order to access the area most of

the routes, four-wheel drive is recommended, however, two-wheel drive can drive most of the access roads along with recreational vehicles and trailers. The operational components located in this SRMA can be broken up starting with back country, middle country, and front country classification in order. Back country classification location is on the westside of the Scodie Mountain Ridge and travels west to Kelso Valley. For the areas on the eastside of the Scodie Mountain Ridge running to Highway 14 is middle country and front country. Highway 14 can be accessed by all type of visitors whether they are traveling in a vehicle or just on foot. All of the areas are equipped with signs, kiosks, and interpretive panels that include maps, information, and regulations about public lands. The Jawbone Station Visitor Center and both open areas have vaulted toilet facilities. The Jawbone Off-Highway Vehicle Open Area has a total of 4 toilets and Dove Springs Off-Highway Vehicle Open Area has a total of 4 toilets also.

Visitor amenities are rich, consisting mostly of Jawbone Station Visitor Center, Jawbone Store, and close by is the Red Rock Canyon State Park's Visitor Center. There are also interpretative kiosks and brochures, established parking areas and trailheads, user-created campsites, and visitor overlooks.

Management controls are well established notifying all users of the rules, regulations, and laws are clearly posted on information kiosk.

MANAGEMENT ACTIONS & ALLOWABLE USES

Acres by Alternative on BLM Lands:

No Action	Preferred Alternative	1	2	3	4
0	199,437	156,233	140,177	156,234	156,233

Recreation and Visitor Services Program: Great backcountry, middle country, and front country camping opportunities can be found throughout the Jawbone SRMA. These primitive/user created campsites are located in a wide variety of environments that are widely dispersed, undeveloped and are generally not signed as campsites. Camping is permitted for up to 14 days at any one site, after this time you must relocate to another site at least 25 miles away. Camping is prohibited within 600 feet of any developed water source such as a guzzler or watering trough so that the water is accessible to wildlife and livestock. When using a motorized vehicle for camping access within a Limited Use Area, limit parking and vehicle based camping to no more than 300 feet from an established road; and within an Open Area, such as the Dove Springs, there is no distance from route restrictions.

Special Recreation Permits are authorized for specific recreational uses of the public lands. They are issued as a means to manage visitor use, protect natural and cultural resources, and provide a mechanism to accommodate commercial recreational uses. Authorized by the Land and Water Conservation Fund Act, there are five types of uses for which these permits are required; commercial, competitive, vending, individual or group use in special areas, and organized group activity and event use.

Other Programs: Continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment. Develop recreation sites are withdrawn from mineral entry. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

Manage for VRM Class II and VRM Class III. A VRM Class II rating as proposed for most of the area outside of the transmission corridor. This area extends west up the alluvial fans and up the canyons and foothills to the wilderness boundary. The objective of VRM Class II is to retain the existing character of the landscape. The level of change should be low. Management activities can be seen but should not attract attention. A VRM Class III has been proposed for the area within the transmission corridor extending east down to the highways. The objective of VRM Class III is to partially retain the existing character of the landscape. The level of change should be moderate. Management activities may attract attention but should not dominate the view.

Implementation Decisions: An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

Jawbone Station Visitor Center (JSVC) holds special OHV outreach/volunteer /work events such as Moose Anderson Days. Where the public can help with projects such as repairing and

maintaining trail tread, maintaining informational kiosks, producing interpretive materials, installing regulatory signs and route/trail markers, providing trash collection, maintaining management area fence lines along with barriers to prevent damage to sensitive areas and the areas that are off limits to motorized vehicles.

RC_SRMA_JAWBONE (Limited Use Lands)

1. Limit vehicles to designated routes marked with brown numbered posts and prevent new user-created routes from developing. Conduct environmental reviews to review proposed new trails/routes for designation when it is beneficial to the resource and/or route network.
2. Restore closed routes, unauthorized vehicle play areas, and unauthorized hill climbs.
3. Prohibit target shooting in sensitive areas and in areas where people typically congregate in large numbers to park or camp, i.e., (on major holiday weekends around open areas and along LADWP utility roads shooting could be hazardous during these times).
4. In accordance to funding, increase regular ranger patrols to enforce compliance with fire restrictions, camping limits, and vehicle use on the designated route network.
5. Improve visitor services such as facilities, visitor outreach, maps, brochures, and kiosks, maintain management signs, restoration sites, and continue to work with community volunteers/ friend groups to help maintain this area. This will include general clean-ups, outline parking areas, establish trailheads, and camping areas on a regular basis.

Recreation Management Zones (OPEN AREAS)

(Jawbone Canyon and Dove Springs Off-Highway Vehicle Open Areas)

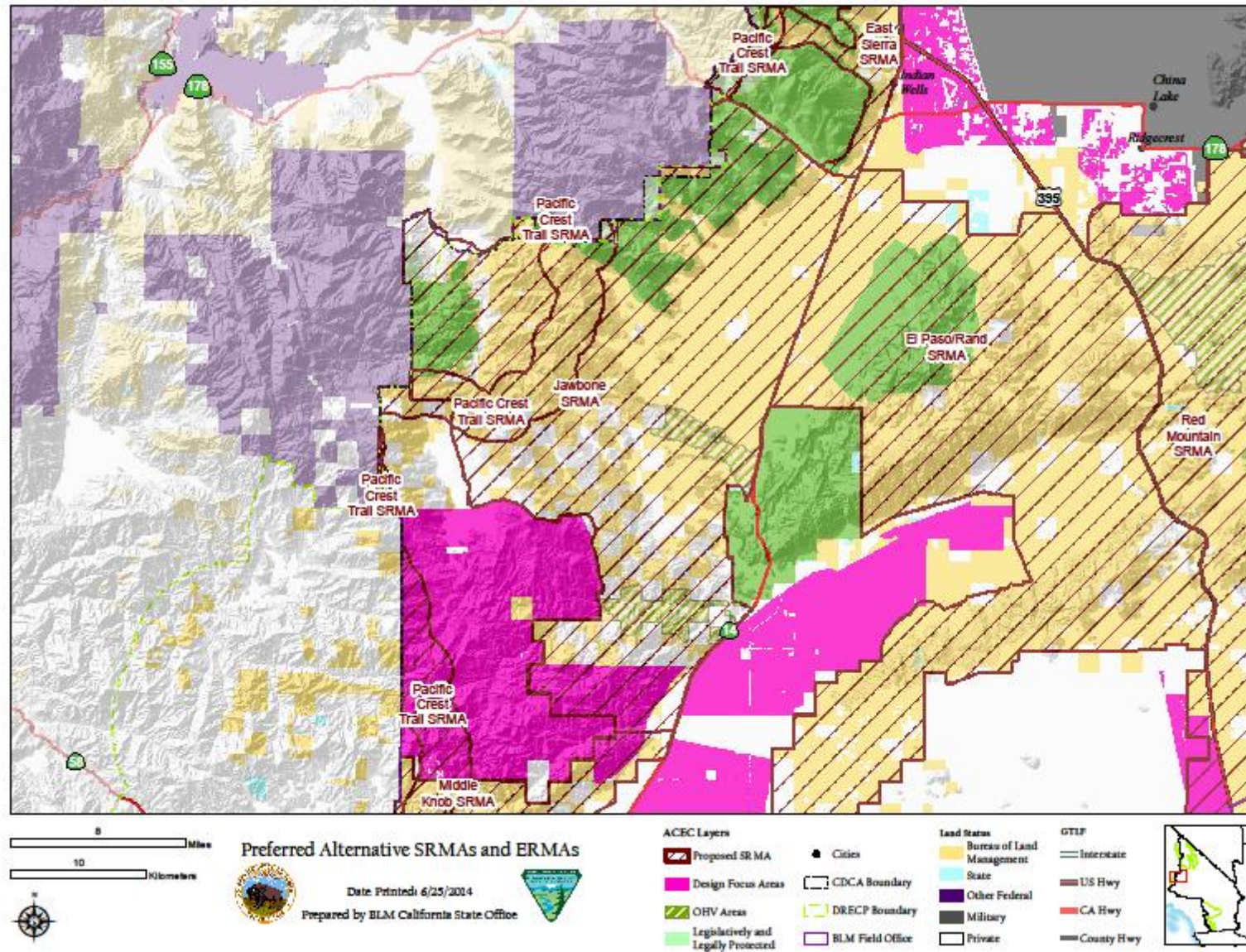
1. Prohibit target shooting in sensitive areas where people typically congregate in large numbers to park or camp during OHV major holiday weekends, i.e., (On major holiday weekends, in and around open areas and along LADWP Roads).
2. Improve visitor services such as facilities, visitor outreach, maps, brochures, and kiosks, maintain management signs, restoration sites, and continue to work with community volunteers/ friend groups to help maintain this area. This will include general clean-ups, outline parking areas, establish trailheads, and camping areas on a regular basis.
3. Enhance and maintain primitive campsites and OHV staging/off-loading areas.

Mitigation:

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Jawbone SRMA.

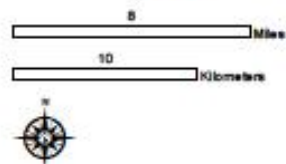
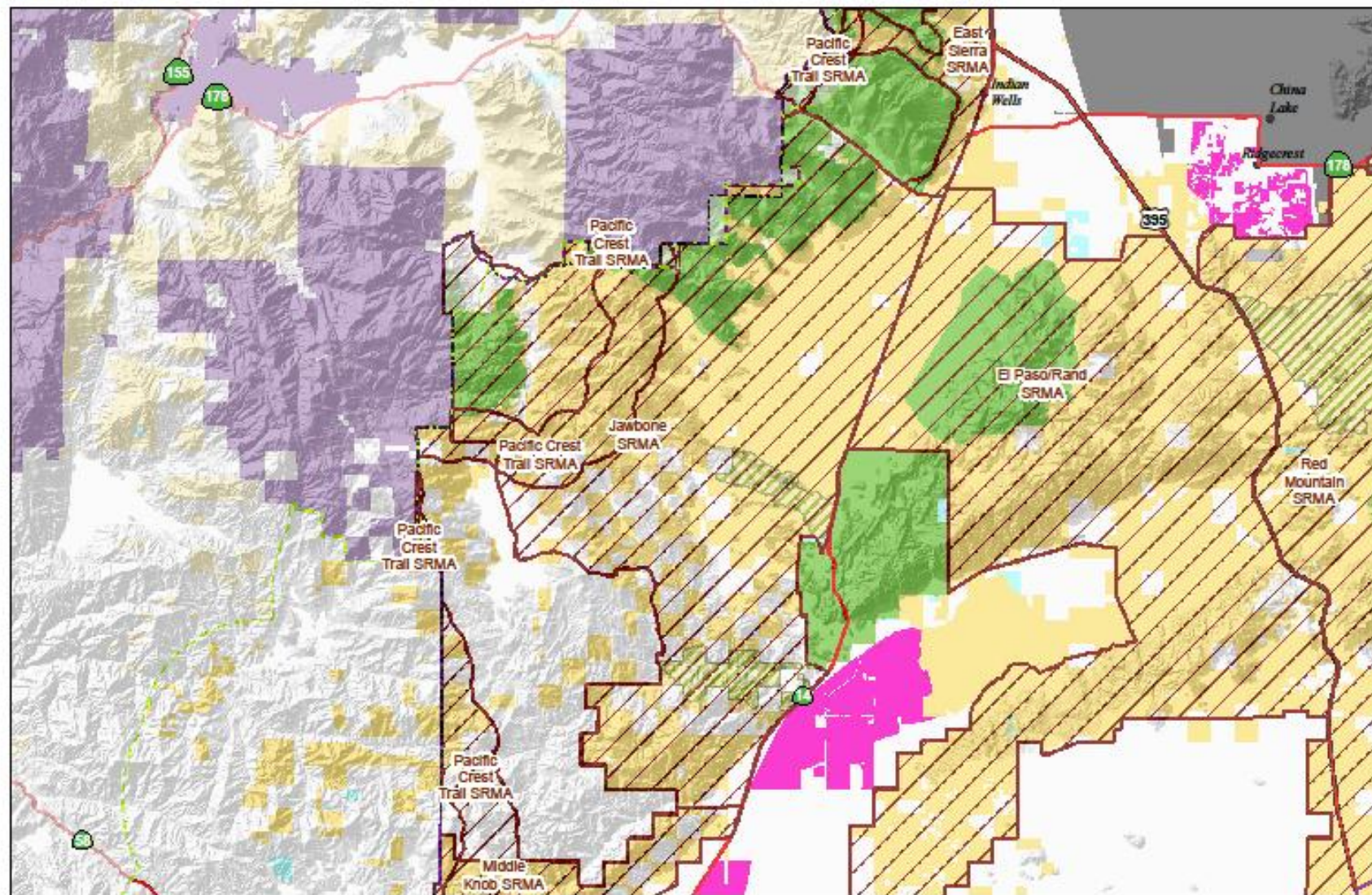
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

Jawbone SRMA



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Jawbone SRMA



Alternative 1 SRMAs
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 Prepared by BLM California State Office



ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

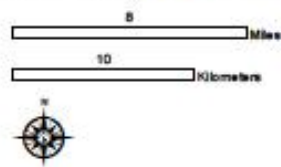
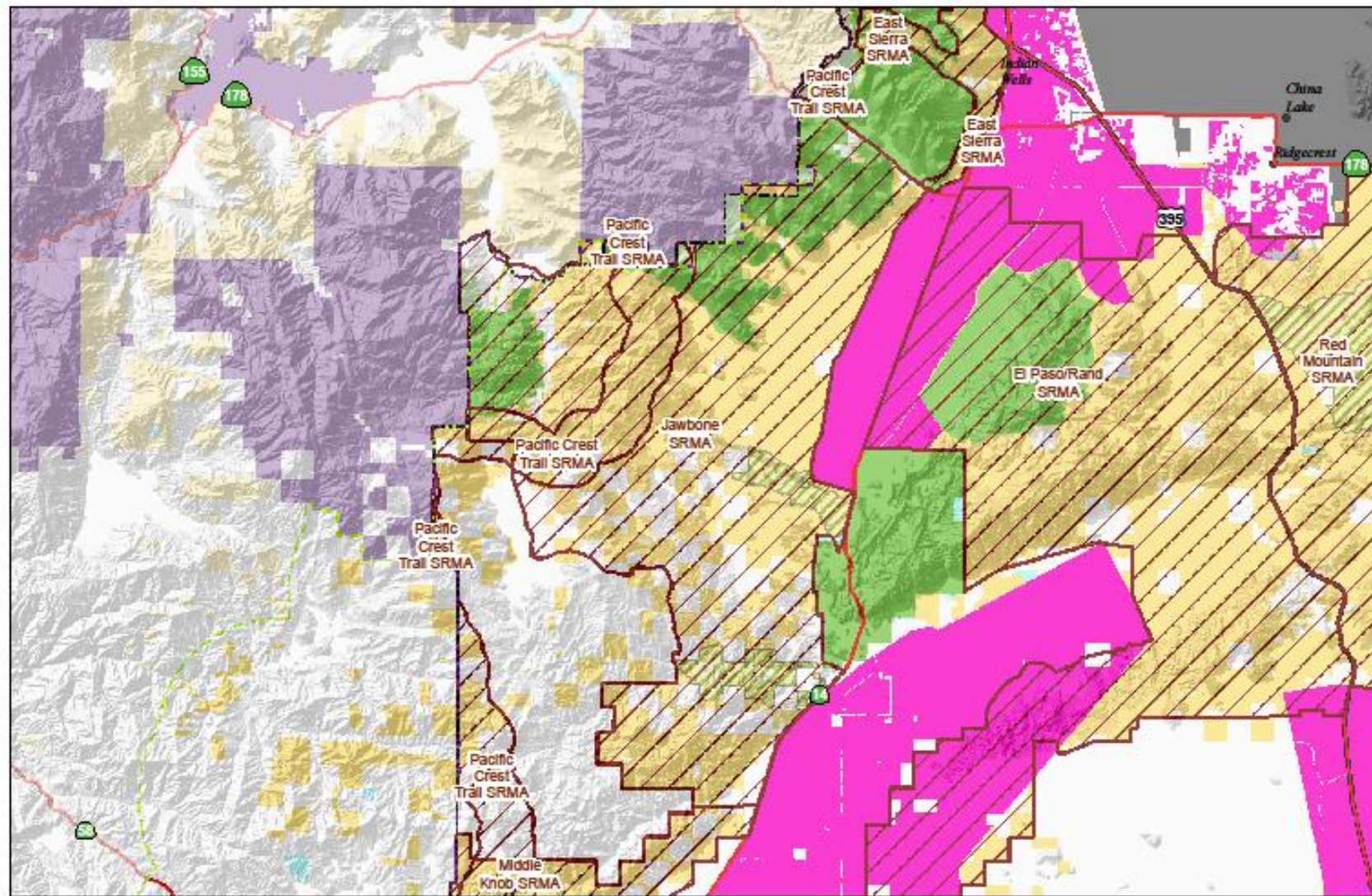
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

GTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



Jawbone SRMA



Alternative 2 SRMAs
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ACEC Layers

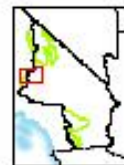
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

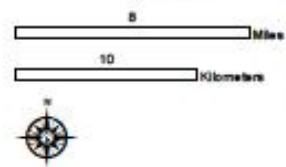
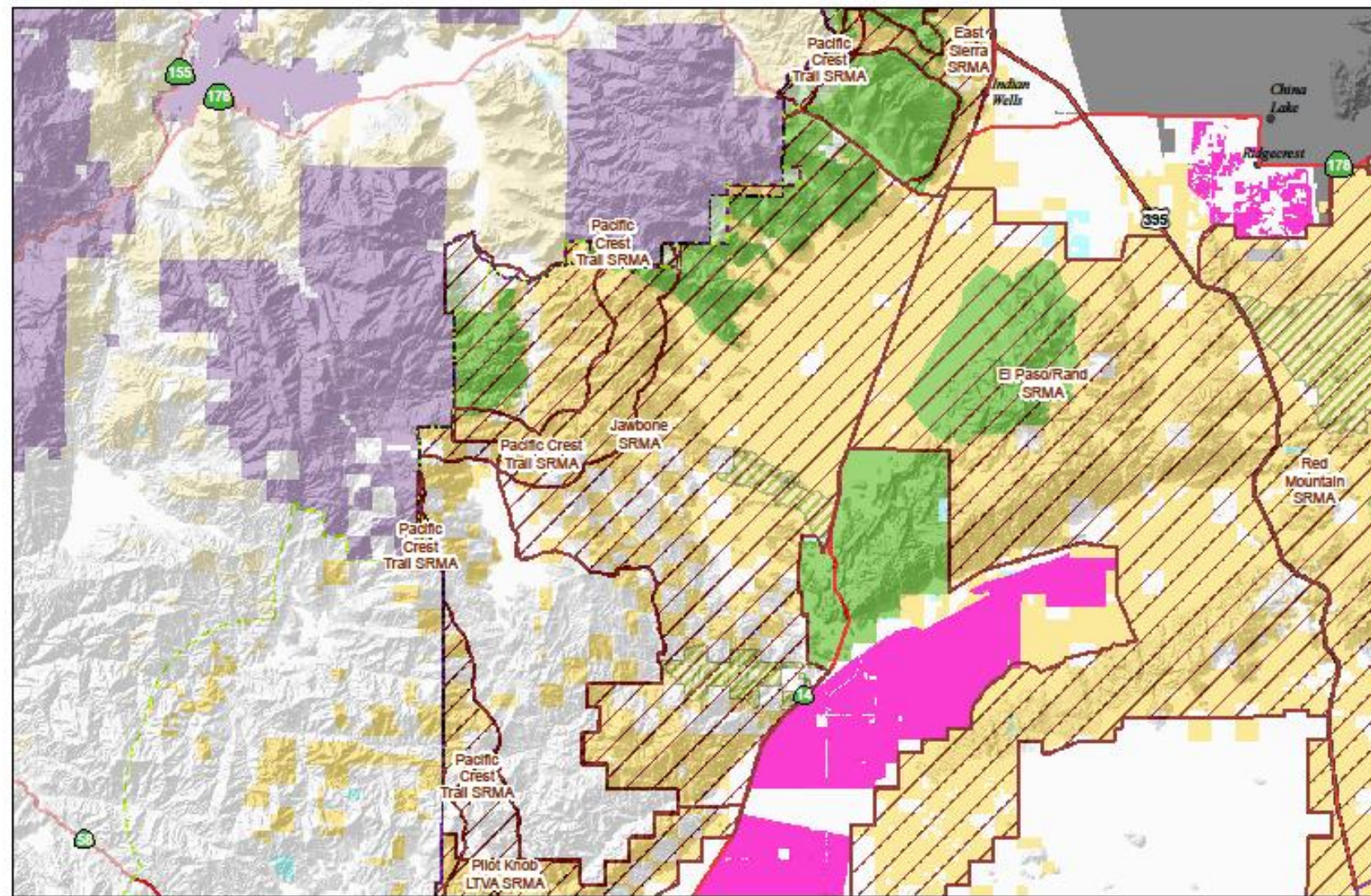
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

GTIP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



Jawbone SRMA



Alternative 3 SRMAs

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ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

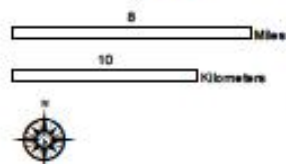
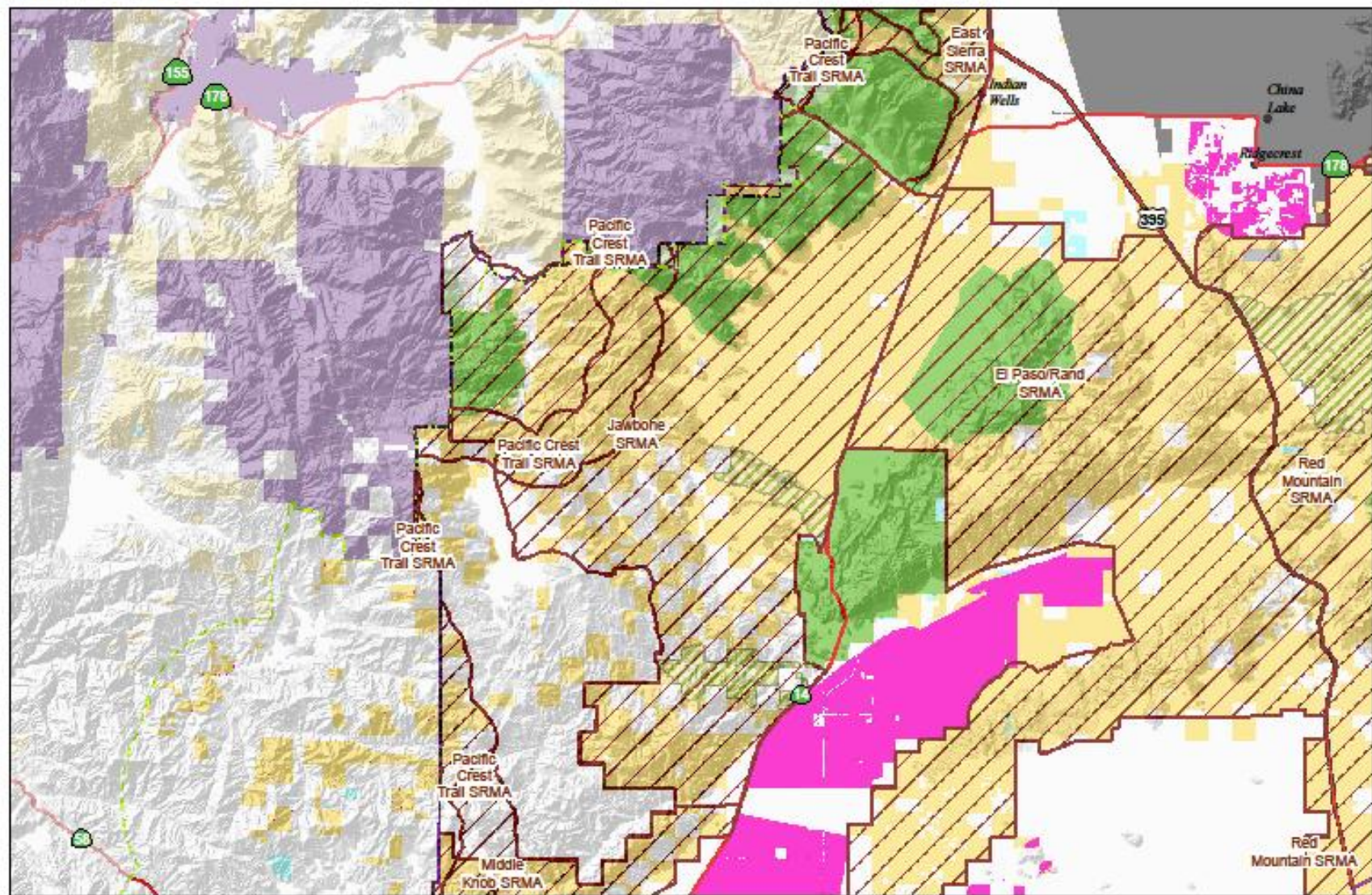
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



Jawbone SRMA



Alternative 4 SRMAs
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ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

GTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy

